

# **“The Herd”**

**Containing a Few Brief and  
Breezy Bits About  
“Buffalos”**



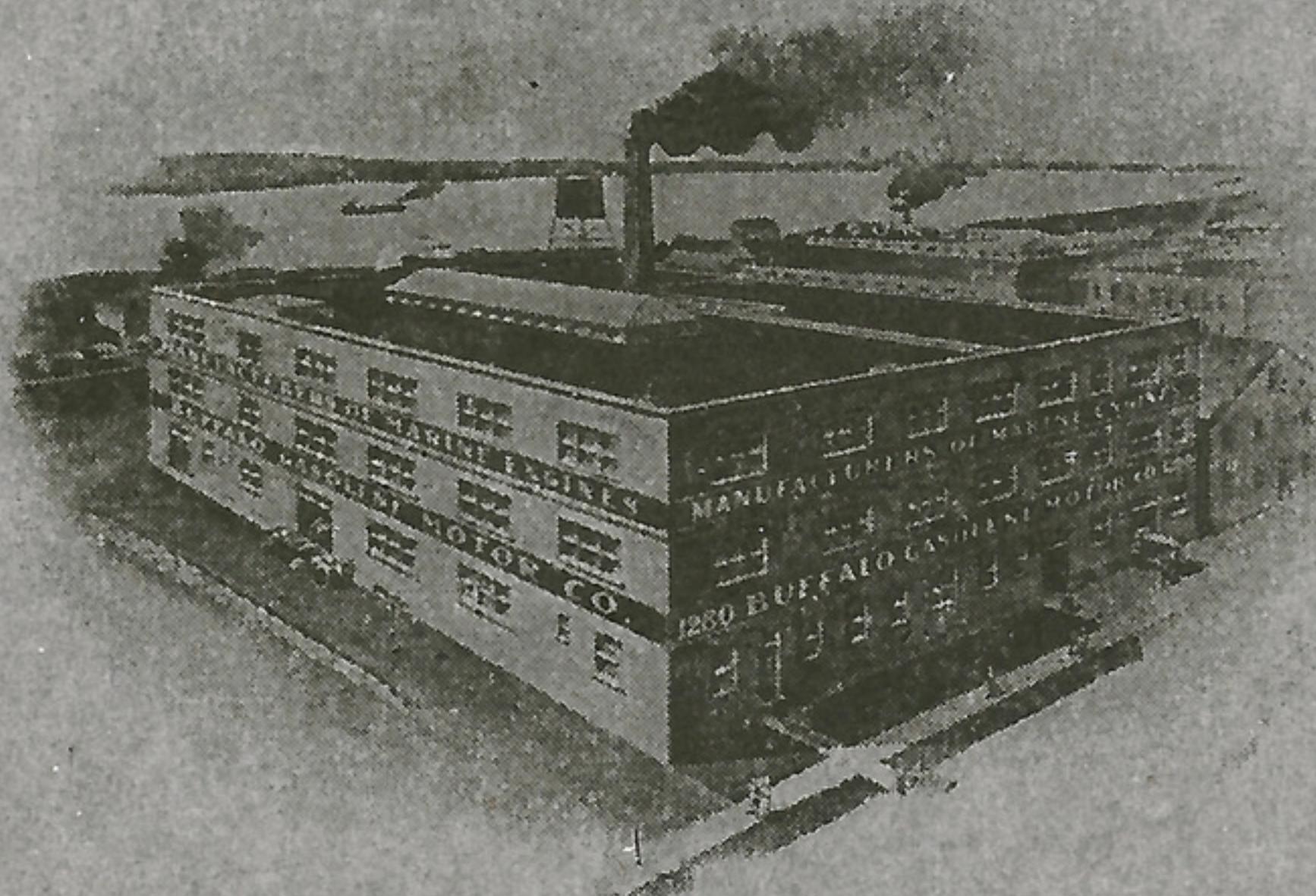
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**BUFFALO GASOLENE MOTOR CO.**  
**BUFFALO, N. Y.**

## Where "The Herd" is Bred

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**This is the Home of the "BUF-FALOS."** We do not know whether or not it is "the largest plant of its kind in the world," and what's more, we don't care. We do know that it is well arranged, and thoroughly equipped to turn out the very best engines that brains can devise and skilled hands fashion. It is not how many can we build, but how well can we build them?

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**Buffalo Gasolene Motor Co.**

BUFFALO, N. Y.

## Twenty-three of 'Em Now!

**THE BABY** "The Herd" now consists "BUFFALO" of 23 "BUFFALOS." The youngest was born only a few days ago, and it is a lusty youngster.

**ANY SIZE** So wide is the range of sizes and power, you can find a "Buffalo" for any boat, no matter how it is built, or for what purpose.

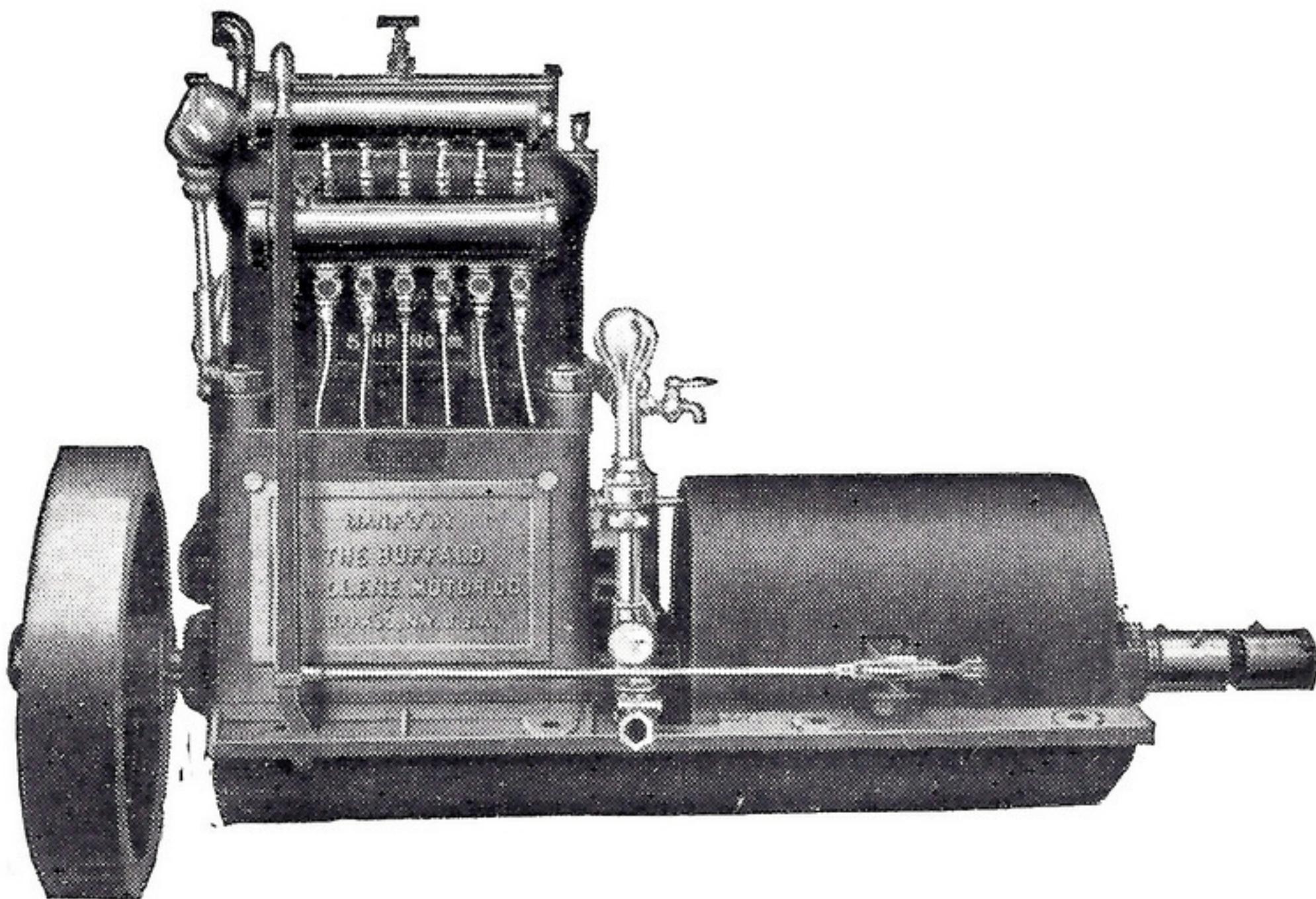
**TWO TO** "BUFFALOS" are built **225 H. P.** with one, two, four, six and eight cylinders, ranging from **two to 225 H. P.** Isn't that latitude enough?

**WORK and PLAY** "BUFFALOS" have penetrated to every part of the world, and on every navigable body of water under the sun they are being used for work and play. **WHY?**

**BECAUSE** Because they are strong; —? because they always run smoothly; because they are the most economical—the cheapest in the end; because they are always reliable; because they are so simple a child can run them; because—but why go on,

**THE REASON** when it all comes to the same thing in the end! It is because they are "BUFFALOS."

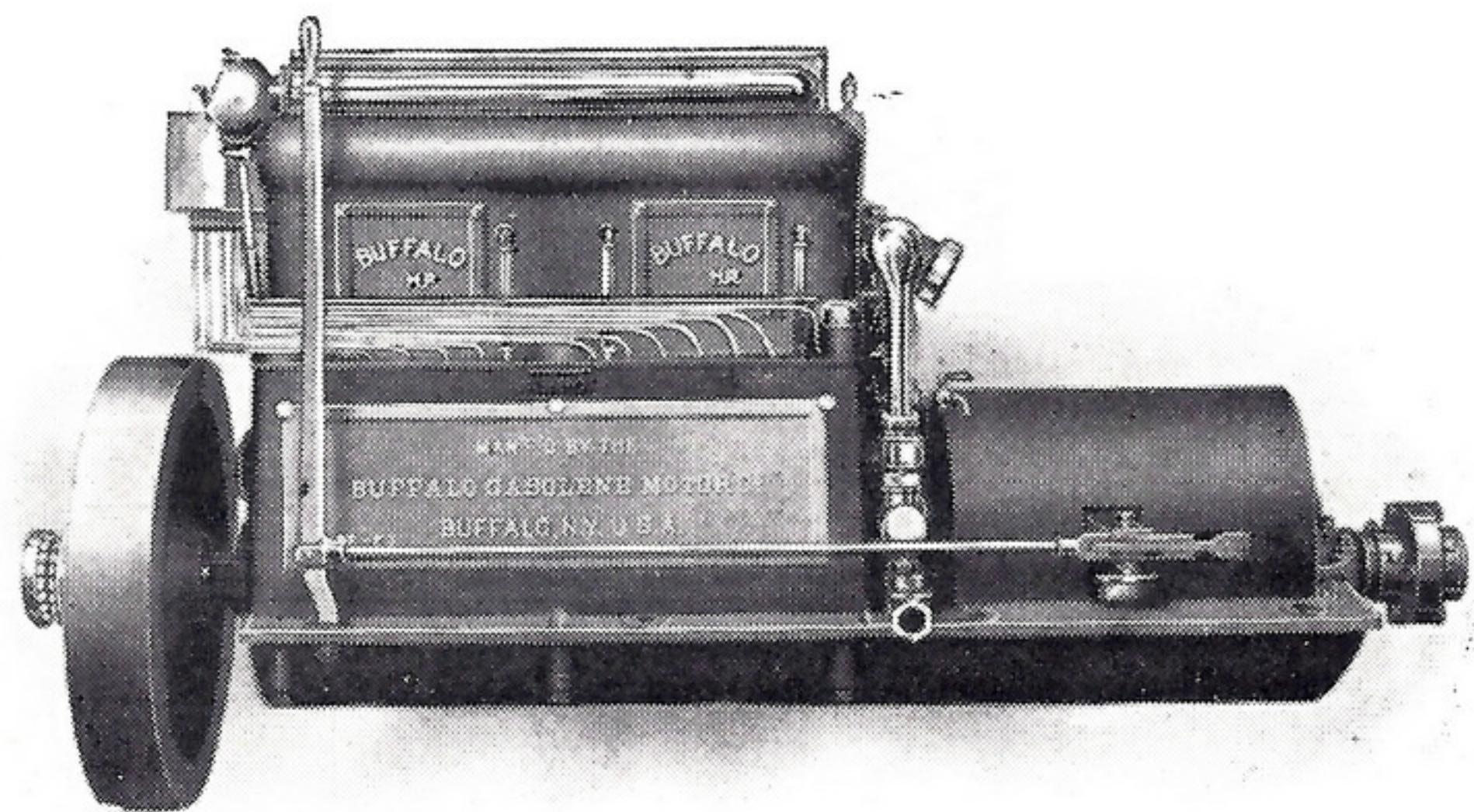
## Two Cylinder—Regular Type



**This Engine** makes a very compact power plant for small boats. It is made in the following sizes: 2 H. P.,  $2\frac{1}{2}$ " x 4"; 3 H. P., 3" x 4"; 5 H. P.,  $3\frac{1}{2}$ " x 5" and  $7\frac{1}{2}$  H. P.,  $4\frac{1}{2}$ " x 5". The 3 H. P. and higher powers are built with reverse gear mounted on a solid extension base. For small boats, and boats of medium size, the two-cylinder Regular Type will be found to be a serviceable and all together satisfactory engine.

## Four Cylinder—Regular Type

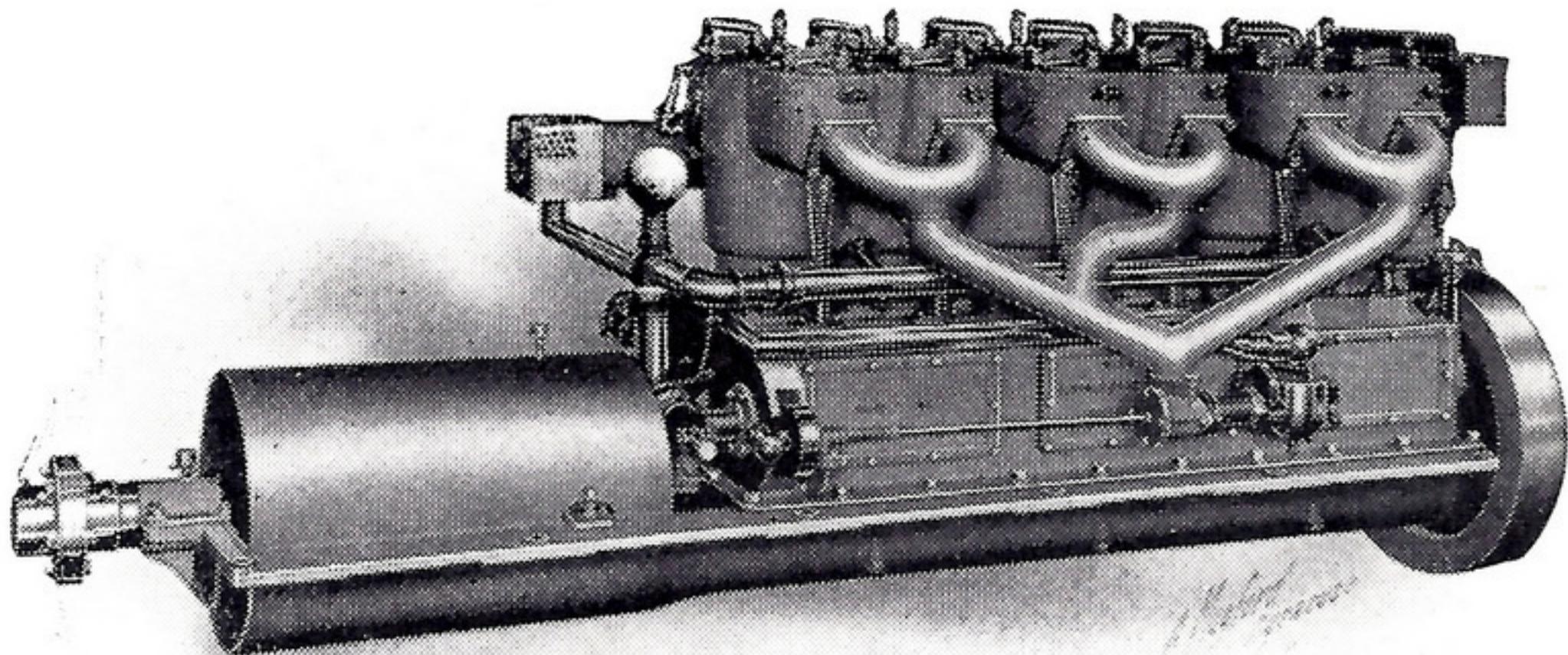
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**No Engine** presents a more smooth and simple appearance than the four-cylinder "BUFFALO." It is our **medium speed** engine, and typical of "BUFFALO" quality and fine design. It is built in the following sizes: 10 H. P.,  $3\frac{1}{2}$ " x 5"; 15 H. P.,  $4\frac{1}{2}$ " x 5"; 20 H. P., 5" x 6"; 30 H. P., 6" x 7" and 40 H. P., 7" x 8". The 30 H. P. and 40 H. P. engines are equipped with throttle governors, not shown in the cut.

## Six Cylinder—Regular Type

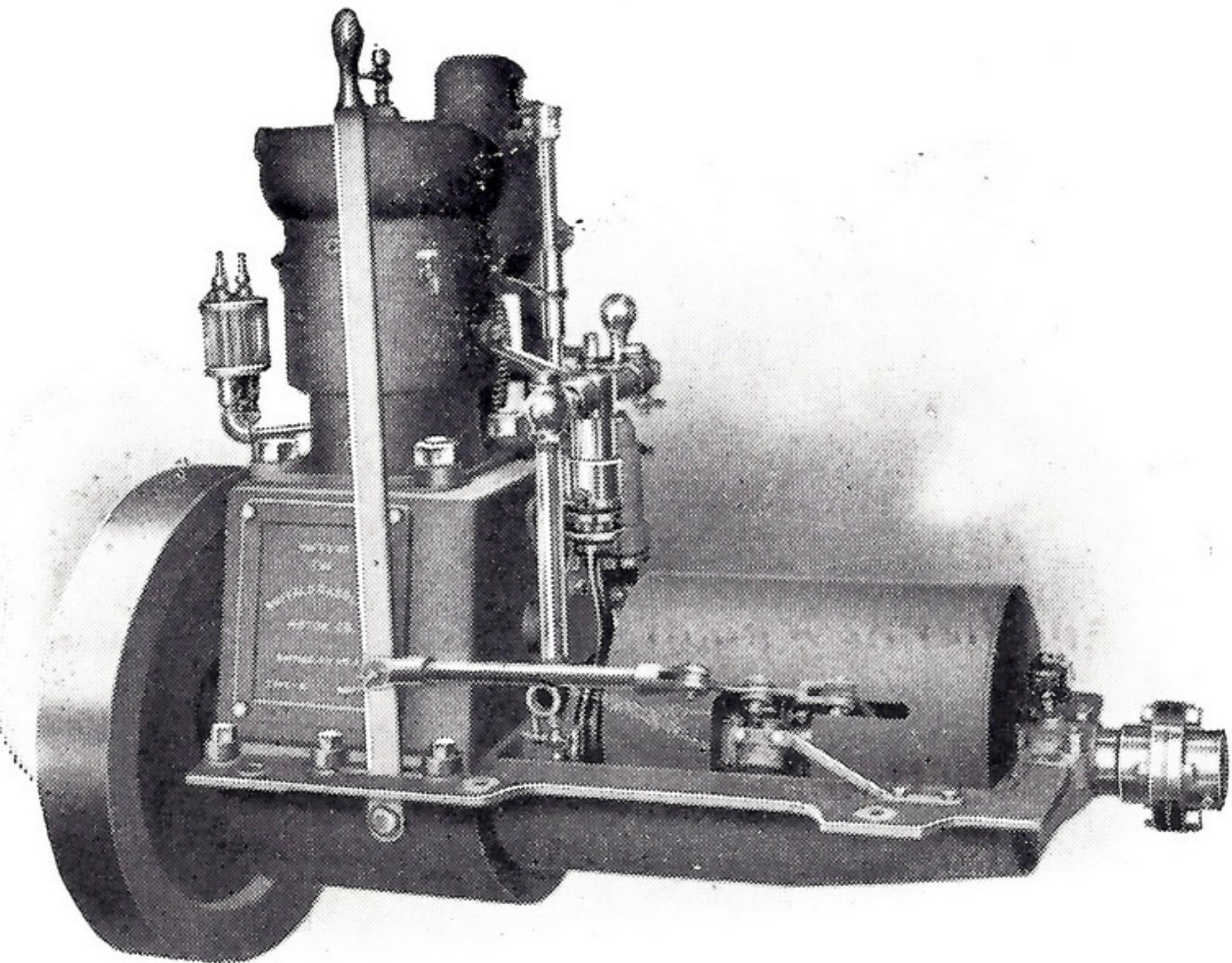
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**The Six-cylinder 100 H. P. "Buffalo"** shown here is used extensively for powering large cruisers, and for tug boats requiring great power. They retain only the general features and good qualities of the other sizes, being designed specially for their own particular field of usefulness. This type is built with six and also with four cylinders, the latter style being a 65 H. P. Both have  $8\frac{1}{2}$ " bore and 9" stroke, and a normal speed of 375 R. P. M.

## Single Cylinder — Heavy Duty

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### **“Buffalo” Heavy Duty Engines**

are known the world over as satisfactory sources of power for work and play boats. The one shown here is the single cylinder type. It is built in the 4 H. P.,  $4\frac{1}{2}''$  x  $5\frac{1}{2}''$  model and also in 6 H. P.,  $6''$  x  $7\frac{1}{2}''$ . Unlike most single cylinder engines, this one **runs very smoothly**.

## Latest Research in Engineology

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**The Heavy Duty "Buffalos"** of the 1911 style have profited greatly as a result of improvements designed by our experts.

**One of the foremost** relates to the **circulating water pump** which is now **driven from the cam shaft**. The advantage of this is obvious to anyone who has ever seen an engine. It **cuts down the number of strokes one-half**, greatly lessening the wear and tear on the **check valves**, and allows the use of a pump with larger bore and shorter stroke.

**Another new point** is the addition of a **Bilge Pump** at the forward end of the engine.

**An Air Pump** of larger capacity is also an addition to this season's Heavy Duty models. It is **driven from the crank shaft** and most carefully water-jacketed.

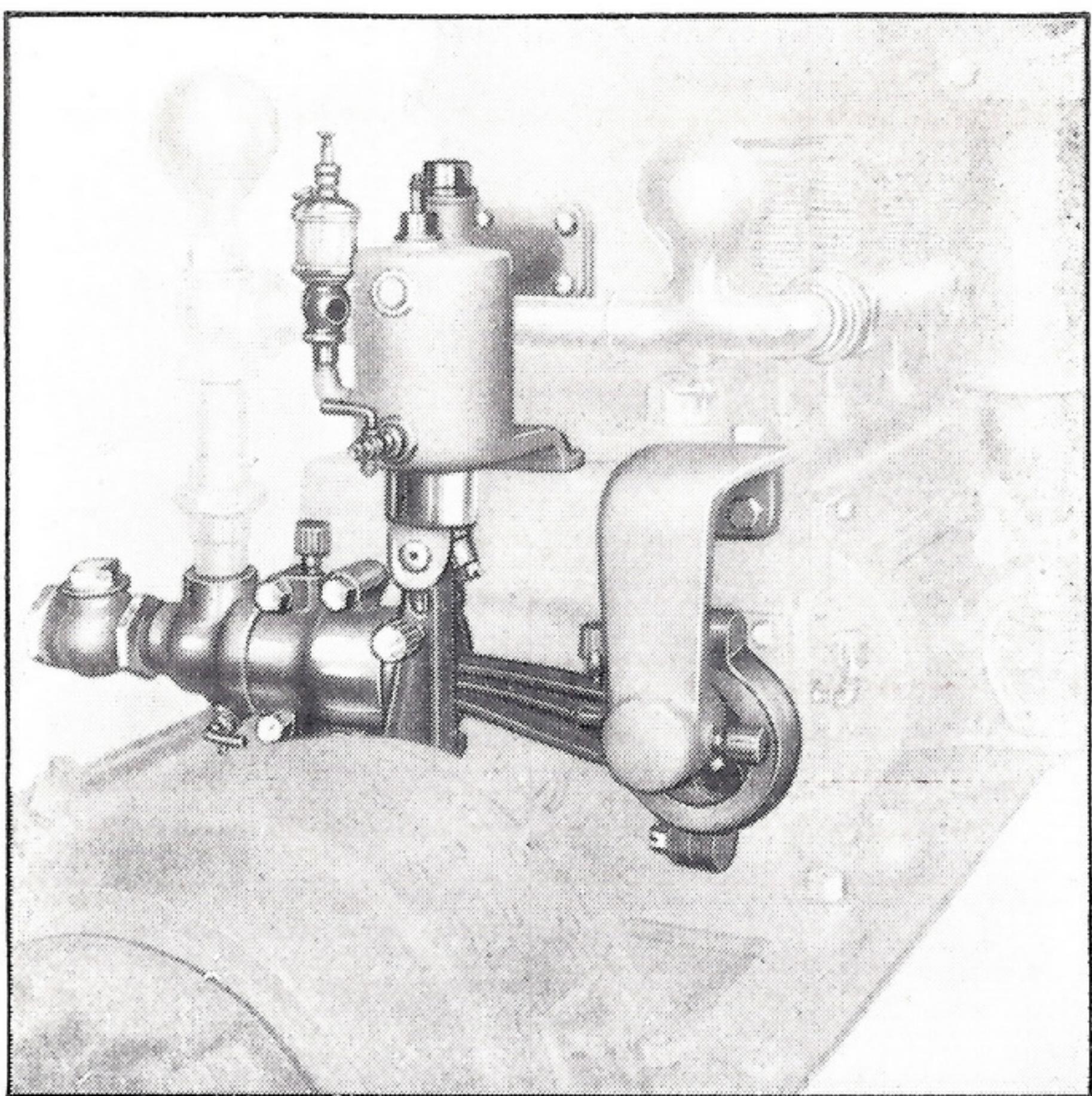
**The Igniters** are made larger and **more substantial** in every way.

**The Time Gears**—driven from the cam shaft—are now made of steel, with wider face and helical teeth.

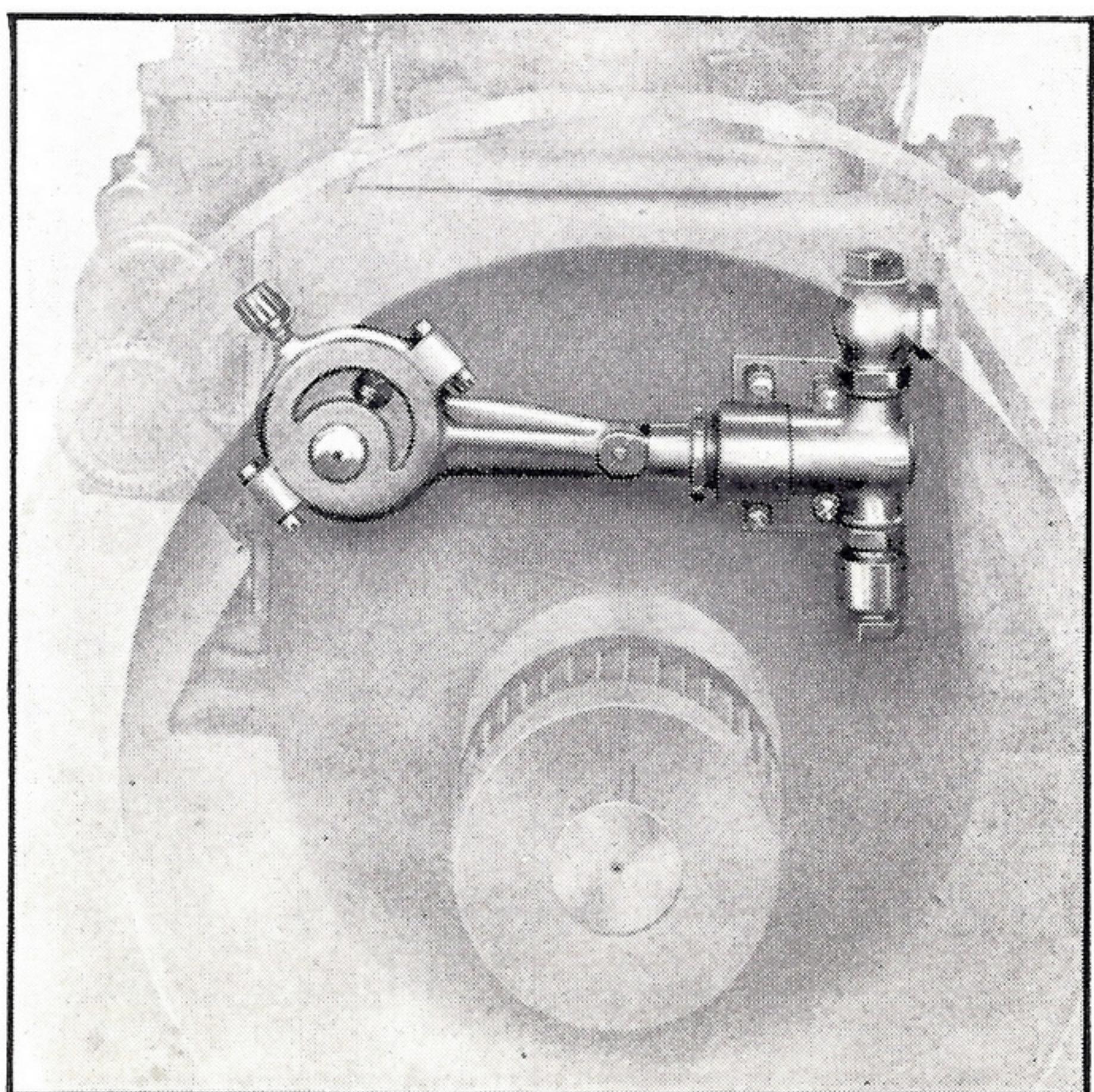
**The Valve Cams** have been changed in shape so as to give them **easier action**, and make them **noiseless**.

**Removable Bearings** on the **Crank Chamber** allow the cam shaft to be removed through the side.

**Universal Couplings** have been placed on the **oiler drive shafts**. This change gives more freely running bearings and absorbs any irregularity of alignment.



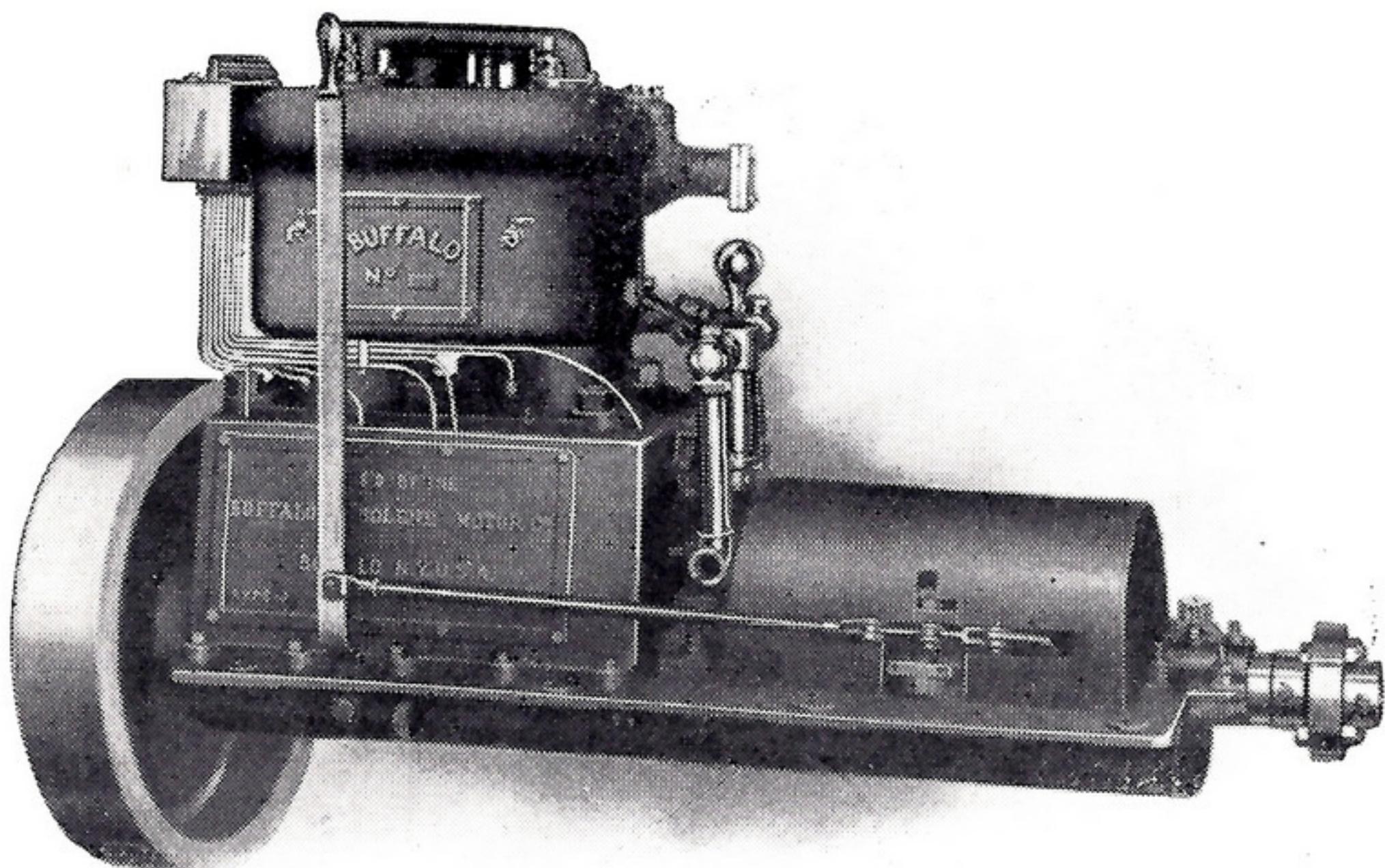
**CIRCULATING WATER PUMP AND AIR PUMP**



**BILGE PUMP**

## Two Cylinder—Heavy Duty

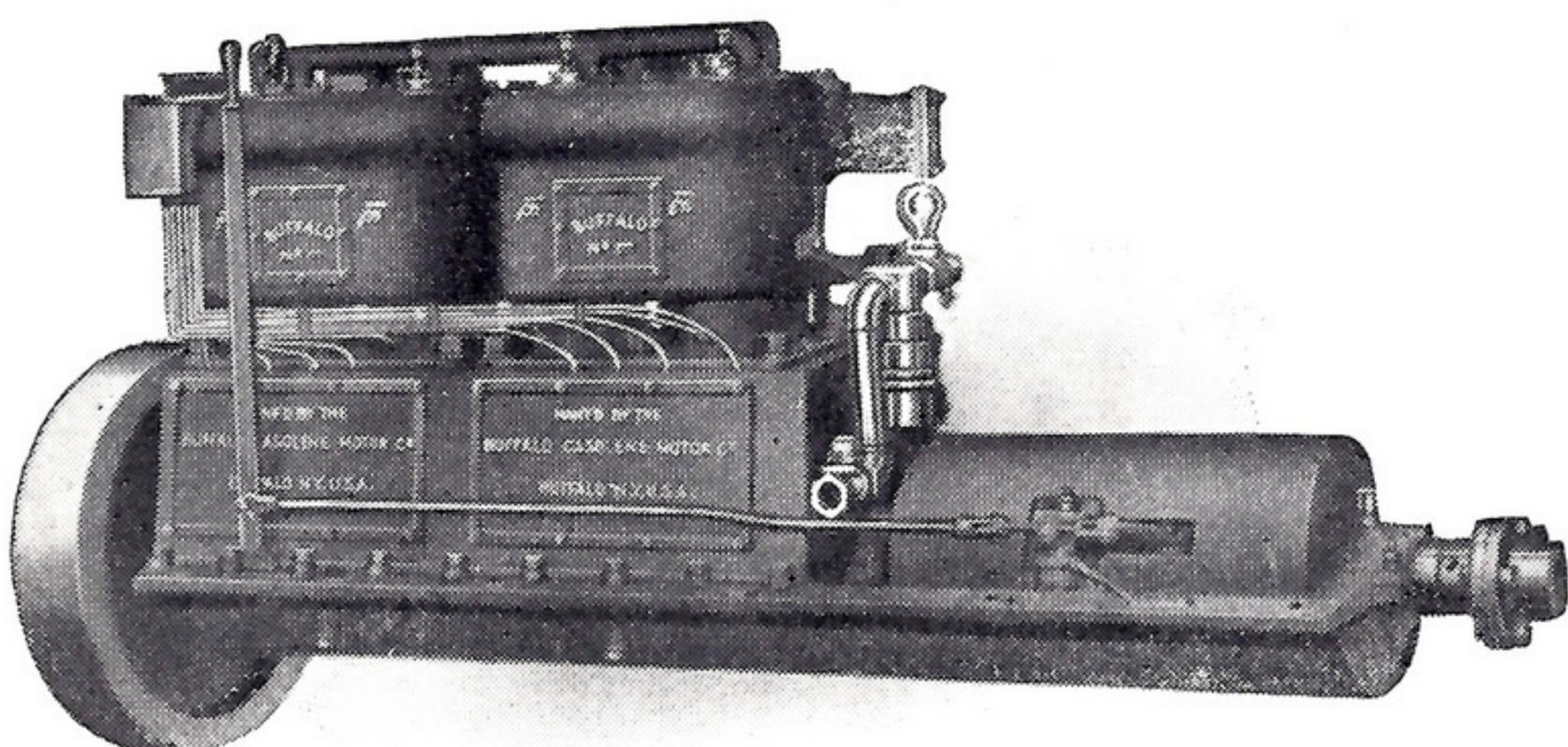
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**The Two-cylinder Heavy Duty** is an engine combining simplicity of construction, power and reliability. Like the other models of the Heavy Duty type it is substantially built, and gets its steady, unfailing power from cylinder capacity and not from high speed. It is an engine for steady every-day work. This type is built in two sizes, the 12 H. P., 6" x 7½" and the 18 H. P., 7" x 9".

## Four Cylinder—Heavy Duty

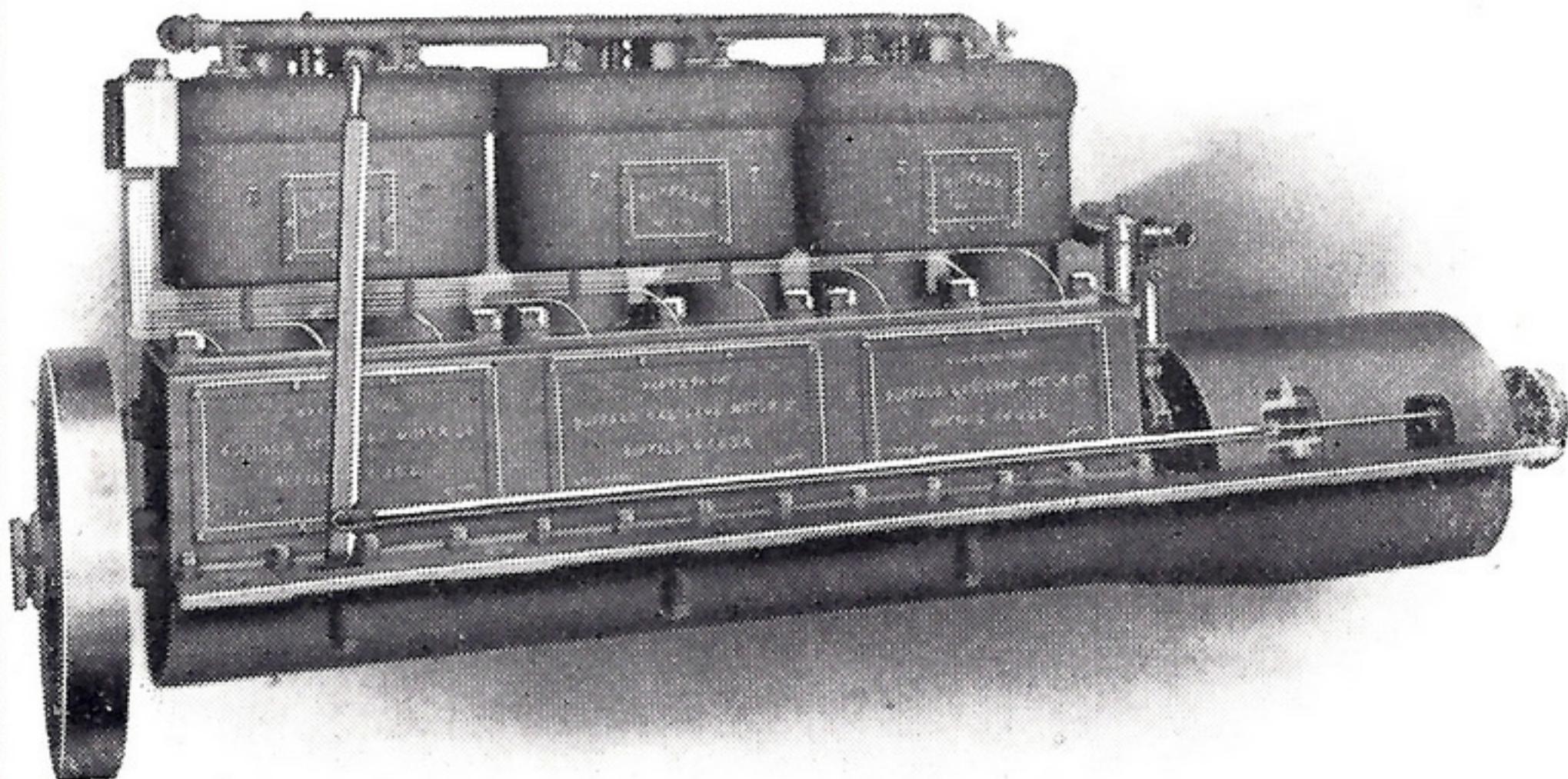
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**The Four Cylinder Heavy Duty** follows exactly the same lines as the two cylinder. It is a larger type, that's all, embodying all the good qualities of the other Heavy Duty engines. It is built in 24 H. P., 6" x 7½" and 36 H. P., 7" x 9". This type and in fact **all the Heavy Duties have been greatly improved this year, as told on another page.**

## Six Cylinder—Heavy Duty

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**The 54 H. P. Heavy Duty**  
**“Buffalo”** is a work-engine that cannot be surpassed. It is similar in general design to the four-cylinder Heavy Duty with two more cylinders added. It has been used with great success to power small tug boats, and for auxiliary power on larger boats. This model has 7-inch bore and 9-inch stroke; weight with reverse gear 4850 pounds; normal speed, 350 R. P. M., and minimum, 100 R. P. M.

## A Word About

### The Regular

### Type "Buffalos."

**We have spoken** in general terms about the "Heavy Duty" "BUFFALOS", and how added refinements have brought them a few steps nearer perfection, now let us say just a word about the "Regular Type."

**When all is said** and done it is the "Regular Type" engines that form the back bone of the "Buffalo" Line—the line of 23 models which makes it possible for us to supply "An engine for any sort or size of boat."

**This year and in all the years** that are to come they will embody the same splendid qualities of material, construction and design that has made them world famous.

**There are some improvements**, of course. For instance they are equipped with a new type of Valve Cams that makes them more **Nearly Noiseless**, and allows very close and accurate valve setting.

**Universal Couplings** have been placed on the oiler drive shafts making the bearings **more free running**, absorbing any irregularities of alignment.

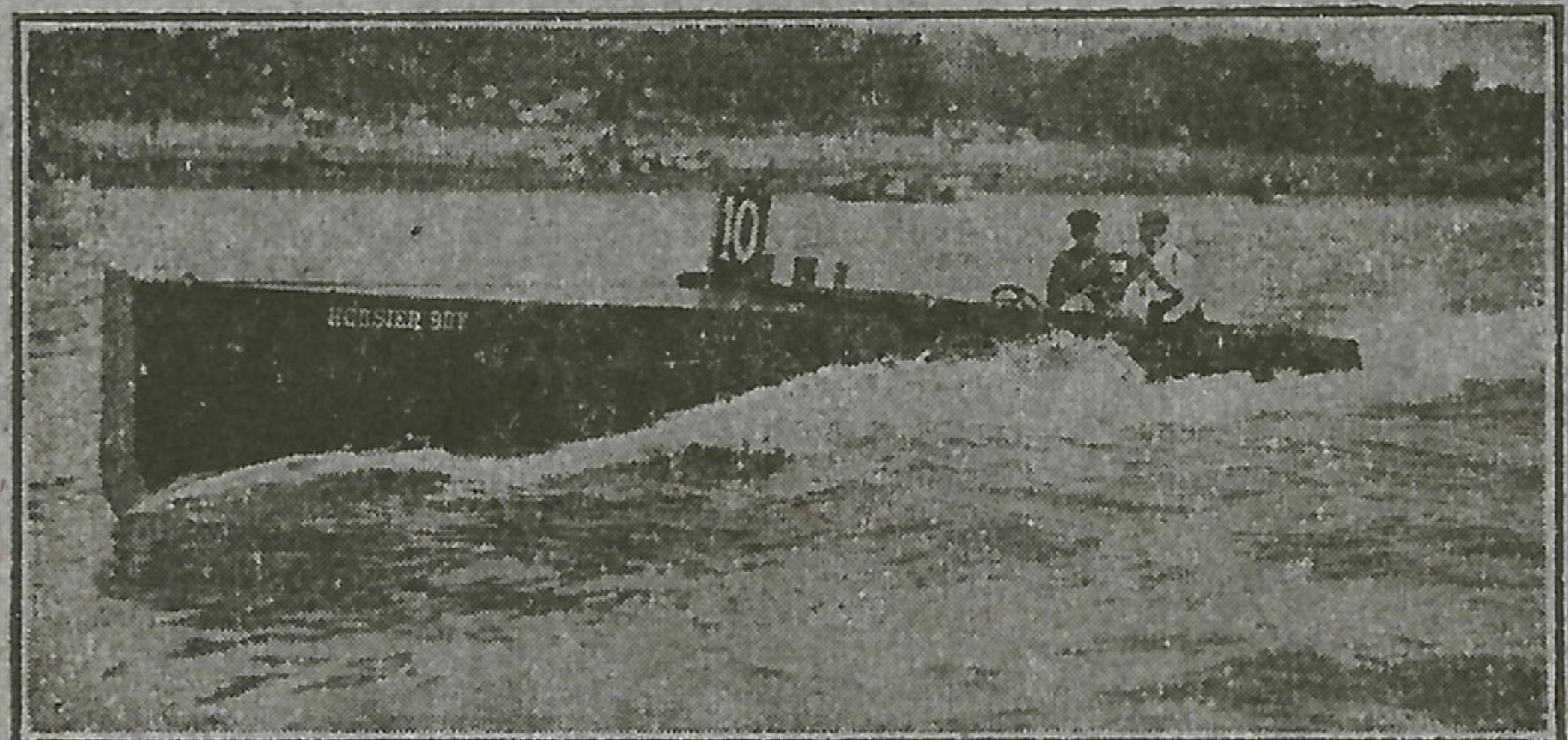
**But most of the points of the regular type we could not improve.**

## Our Boast

That "BUFFALO"  
ENGINES are superior  
in quality of material,  
workmanship and de-  
sign, to any power-  
generating contrivance  
operated by the prin-  
ciple of internal com-  
bustion, that has ever  
been devised.

That "BUFFALOS"  
will run more smoothly,  
more economically, and  
last longer, than any  
other motor in existence  
using gasolene or oil for  
fuel.

# Our Speed Engines



Champion "Hoosier Boy"—Six Cylinder BUFFALO

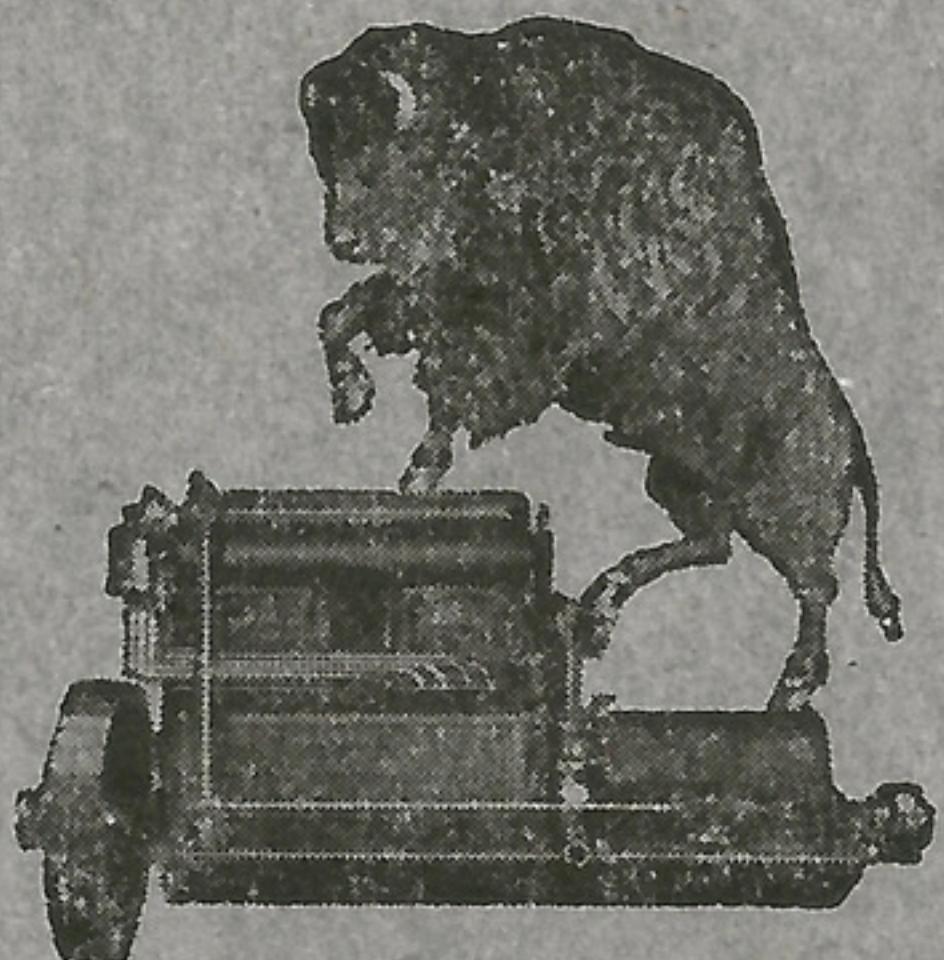
WE ALSO make the Best  
High-Speed Engine on the mar-  
ket — but that's another story.

"The Engine of Constant Service"

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Buffalo Gasolene Motor Co.  
BUFFALO, N. Y.



*"The Engine of Constant Service"*

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**BUFFALO GASOLENE MOTOR CO.**

**BUFFALO, N. Y.**